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THE TIMES-DISPATCH, Richmond, Va.

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TUESDAY, JULY 5, 1904.

The Times-Dispatch takes the full Press Service, the London Times War Service and the Hearst News General News Service and has its own correspondents throughout Virginia and North Carolina and in the leading cities of the country.

If you go to the mountains, seashore or country, have The Times-Dispatch go with you.

City subscribers before leaving the city during the summer should notify their carrier or this office (Phone 33). If you write, give both out-of-town and city addresses.

"Dumping" and Tariff Reform.

Tariff reform will undoubtedly be a prominent issue at St. Louis, and from all indications the Democrats will take a stand on that important question which will be of more than mere platform significance. Like many another complicated question of economics, the tariff has phases which appear contradictory and intricate which defy solution. This much, at least, is clear, however, it cannot be for the public good to give such excessive protection to home products as to enable the manufacturer to export steel rails and what not in competition with foreigners, and at prices far below those which are demanded and obtained in America. The difference is estimated at 15 per cent. in favor of the Canadian purchaser. For instance, copper, engines, steel rails, to cite only a few examples, can be bought at far lower prices for export than for home use—and yet the workman is paid the same in each case. As a result, the Canadian, German and English manufacturer find their markets flooded with our surplus, which can be sold at great reduction, because the American public is made, by reason of our prohibitive tariff, to pay such enormous profits on the sales in the home market as to satisfy the greed of the manufacturer.

Complaints against such a state of affairs have had but scant attention in a Republican Congress, but what Americans could not grasp by justice, Canadians are like to give us by force. Canada is our third best customer, being surpassed in her annual purchases of \$31,000,000 only by Great Britain and Germany. A blow at our Canadian trade, therefore, is a matter of extreme moment. Here is what Canada proposes to do: She is going to levy a sliding tariff on American exports equal to the difference between the price at which the goods are sold in America, and the low price asked in Canada.

For example, if steel rails are selling in America at \$28 per ton, we will not be allowed to export or sell them to Canada on a valuation of \$20 per ton, for the custom house inspectors, on ascertaining the current price in America, will add the additional \$8 per ton, as a special duty. On a 1,000 ton shipment this would amount to \$8,000. Such an increase in price would make it cheaper for the Canadians to buy of their own home manufacturers.

This step by Canada to prevent "dumping" may at last bring the over-protected industries to their senses. In any event, there is no reason the American people should be deprived of reasonable foreign markets because a body of millionaire contributors to Republican campaigns insist upon unreasonable and outrageous profits from tariffs levied for personal benefit.

The Democratic party will have a sympathetic following if it seeks to lessen this burden on the people.

The Masurier Ordinance.

The Common Council, at its session tonight, will probably take action on the ordinance recently offered by Mr. Masurier. At any rate, the proposed ordinance will come up in regular order for consideration.

This proposed law is in harmony with the spirit of the new Constitution of Virginia and in perfect harmony with the wishes of the people of Virginia and of Richmond, who have grown sick and tired of questionable methods in politics. That professional politicians are opposed to the ordinance is not a matter of surprise. We are not at all surprised to learn that the Masurier proposition will meet with opposition from those who know and want to know no principle higher than that embraced in the old partisan maxim, "Anything is fair in

politics." This is a sentiment that was originally conceived in iniquity and born in political sin of the most debasing kind, a vile doctrine that the makers of the present Constitution of Virginia endeavored to blot out in this Commonwealth. The Masurier ordinance is simply an effort to keep the election machinery of this city out of the hands of men who constantly have before them the temptation to do evil with that machinery, to the end that no suspicion may attach to any one when the results of an election are declared. It is in harmony with the spirit of the Constitution, with the spirit of the thinking people, and the Common Council cannot afford to ignore the ruling spirit of the day.

Panama Canal and the South.

The benefits to the South from the Panama Canal are forcibly set forth in an article in the Chicago Railway Age. In this article it is pointed out that the railroads leading to the Gulf of Mexico are preparing to make the most of their relative advantages.

Taking distances alone into the account, these are considerable. In the following table the distances in miles from six Atlantic ports and six gulf ports to Colon are compared with each other and with the distance from New York to Colon:

From	To Colon.	From New York To Colon.
Boston	2,165	184
New York	1,881	184
Philadelphia	1,060	21
Norfolk	1,778	202
Charleston	1,550	401
Savannah	1,586	508
Mobile	1,344	637
Pensacola	1,371	619
Gulfport	1,375	608
New Orleans	1,380	601
Port Arthur	1,405	516
Galveston	1,481	600

All distances are in miles.

In the report of the Isthmian Canal Commission it was shown that all the United States, south and west of Lake Superior, north of Michigan, Lake Michigan and a line drawn from Chicago through Indianapolis, Frankfort and Charleston is nearer to New Orleans and several other gulf ports than to New York. The opportunities thus awaiting the industrial communities of the Mississippi Valley and the railroads leading to Pensacola, Mobile, New Orleans and Galveston, were fully described in the report of the commission. The first advantage is that of distance. The Southern ports will be able to bring railway cars and steamers side by side at capacious terminals, at which freight can be handled very economically, and this advantage will assist materially the commercial progress of Southern cities in their efforts to command Pacific Ocean traffic.

Taking up the principal Southern industries, one by one, the commission discovered that the exports of cotton cloth from the United States to numerous foreign countries, China being the largest, are largely by way of New York and through the St. Louis Canal, although a part of the trade is done by way of the transcontinental railways. Both manufacturers of cotton in the South and exporters of the staple believe that the growth of the business will be limited only by the extent of the accessible markets, and that the proximity to the canal of the Gulf States and cities, as compared with the north Atlantic coast, will help the South in developing direct trade through the canal.

Probably four-fifths of the iron produced in the Birmingham district of Alabama is shipped to other States. Not less than one-half of the entire output is marketed north of the Ohio and Potomac Rivers. Exports to foreign countries may embrace one-fifth of the production. The expectation is that upon the opening of the canal, the manufacturers of Southern iron, produced in the South itself, will be shipped in increasing quantities to the Pacific coast, Australia and China.

As to lumber, the commission concluded that the large and rapidly growing exportation from the Southern States, not only to Mexico and the West Indies, but also to Brazil, Uruguay and Argentina, indicated that heavy shipments would be made to the west coast of South America and Central America. If the Isthmian Canal should be created, this region would be enabled to import a large part of their lumber, and by way of the canal they will be materially nearer to the gulf cities of the United States than to other sources of supply. The possibilities in this field are particularly attractive to the saw-mill interests located upon the Gulf and Atlantic Railway, already exporting largely from Gulfport in full cargoes, and to those concentrated at New Orleans and shipping in parcel lots.

Furthermore, it is believed that the opening of the canal will affect the fertilizer industries of the South in two ways, viz., first, in the easier importation of the raw material into the Southern States from Chile than at present around Cape Horn; and, secondly, in the development of larger markets for the manufactured product in California, the Hawaiian Islands and other Pacific countries.

The Chicago Railway Age, in concluding this article says that the facilities of the Atlantic Coast Line, the Southern Railway, the Seaboard Air Line, the Louisville and Nashville, the Mobile and Ohio, and the Illinois Central are numerous and as yet only partly improved.

In Self-Defense.

In this busy age, the days seem to come and go with such bewildering rapidity we cannot claim to be accurate when we speak of events of the past, especially the recent past. It may have been this year, or last year, or this month or last month—we are not sure. But we do know that the arrogant and boastful Charlotte Observer on some date, not very far in the past, took The Times-Dispatch severely to task simply because we ventured to insinuate that there was some evidence that the sun had set or was about to set upon the day of the old-time Florida skyscraper political orator, that he was a back number, and that the business air of the latter day political convention, national, State, county or district, had shut off his alleged eloquence.

In its usual delightfully boastful way and with its customary disposition and pardonable patriotic spirit, to always find the best of everything in the good old North State, our esteemed contemporary urged us to "attend the North Carolina State Democratic Convention in order that we might be convinced of our error and learn that the Florida orator was still

In the ring and an altogether charming institution.

We did not attend the convention held at Greensboro, but we have heard from it and we submit the testimony of Editor Webster, of Webster's Weekly, who, in his editorial review of things said and done in Greensboro, sustains our view of the decadence of oratory and furnishes us with the good history stick we needed, with which to crack the arrogant head of the esteemed Charlotte Observer. Editor Webster says:

"The warm weather and the eagerness of the delegates to get down to business combined to shut off 'key-note' speeches, but the convention gave the most respectful attention to the nominating speeches and to the masterly address of Governor Aycock. No disrespect or want of appreciation was intended for Chairman Simmons or Congressman Smith, who had to cut their speeches short off on account of the restlessness of the crowd. It was simply due to the eagerness of the delegates to brush away preliminaries and proceed to the nomination of Governor."

Now, isn't that just exactly the way we said the old thing went?

The Prohibition ticket for the highest offices in the gift of the people will probably attract very little attention this year. The Prohibition party got something more than its usual share of free advertising by the thinking of the name of General Miles with those to whom the empty honor of its nomination for the presidency might fall, and but for this the Prohibition convention, which has just finished its work in Indianapolis, would have called for very little comment.

For some reason, best known to themselves, perhaps, the Prohibitionists declined to put General Miles at the head of their ticket, but named one of their old warhorses, Dr. S. C. Swallow, of Pennsylvania. The Doctor has been heard of before as an earnest Prohibitionist, and that is more than can be said for General Miles.

The people, we believe, have about reached the conclusion that the States, in their sovereign capacity, can regulate the temperance or liquor question as local conditions call for its regulation, and they are willing to leave it there. For this reason a national Prohibition ticket will not do noticeable figure, at least not this year.

If the right man appears in the convention at the right time with the right kind of a tow line, he will hook it over the craft marked "Cleveland and a Southern man," and pull it through. The life boats to be later sent out from the great Democratic stations will do the rest.

The good city of Indianapolis is engaged in trying to draw the line between the good and the bad negroes, and so far, it would seem from the newspaper accounts from that town, that very few of the good kind have emigrated to the capital of Indiana.

There was a pyrotechnic display in St. Louis last night when the Virginia delegation disembarked at the union depot. But there would have been one if the Virginians had not disembarked. They always have such things in St. Louis on the glorious Fourth.

The Mississippi idea that the increased production of gold has knocked the free silver dogma out is good enough, perhaps, as a compromise. It is at least an admission that the dogma has been knocked out.

The fish always bite vigorously in old Virginia on the Fourth of July, and it will be a wonder if the columns of our rural contemporaries are not filled with big fish yarns for a week or two to come.

The statesman who can produce a scheme to enforce at all times and under all circumstances, the law against carrying concealed weapons, or any kind of weapons, is the man the country is in search of.

There is just as much uncertainty at St. Louis this morning as there has been at any previous hour. Democrats rejoice in this kind of uncertainty. It produces enthusiasm at the right time.

The conditions are all right and we never more favorable for Democratic success. All depends upon the amount of quiet wisdom displayed at St. Louis in the next three days.

When the New York Tribune's statistics for 1904 are all in we will know about how valuable the glorious Fourth was to the doctors and the surgeons.

The wires to "Sandwich" and "Eusopu" have been completed in fine time, and yet the nominee may at last get his information by telephone.

All the enthusiasm at St. Louis (and there is a lot of it there) comes naturally. Not a cheer or a huzzah is of the manufactured variety.

A good strong tow line with the right kind of men at the end of it can pull the old Democratic ship off the populist rocks this week.

It may be well enough during the next forty-eight hours, or such a matter, to keep your weather eye on that good man, Gorman.

A very cheering report reaches us from St. Louis that Colonel Bryan is not wading the wide row that he started out upon.

The Coliseum building at St. Louis is big enough to hold the whole business, including the Virginia delegation.

There is no telling where the bad results will end when the bad nigger with a pistol starts out.

Those who had no holiday yesterday may live to find one "another day."

Down South the railroad make the most of Independence Day.

Mr. Koener Leaves.

John George W. Koener, Commissioner of Agriculture and one of the Virginia commissioners to the World's Fair, left last night, via the Baltimore and Annapolis, for St. Louis. While away Mr. Koener will take a look at the Democratic Convention, which meets at 2:00 p.m. tomorrow.

MAKERS OF RICHMOND

Brief Sketches of Men Who Have Helped to Make the City.

Sketch No. 7.—Series Began June 20, 1904.

Robert Lee Traylor, insurance, banking, book-collector; born Midway Mills, Nelson county, Va., September 22, 1841; son of Albert Washington and Mary Elizabeth (Adams) Traylor; educated Richmond College 1861; married November 16, 1867, Annie, daughter of Michael Gannon, merchant, Memphis, Tenn. In railway service, construction, operating and executive departments, Atlanta, Ga., 1867-73; Birmingham, Ala., 1873-85; Memphis, Tenn., 1885-91; Richmond, 1891-94. Since 1894 in banking and insurance; manager, insurance department, Virginia Trust Company, 1894-97; local manager, 1901-02; since November 1902 manager Richmond general agency Liverpool and London and Globe Insurance Company; life member The Builders Fire, Protection, Commerce and Great Britain, and member National Fire Protection Association of United States; life member American Historical Association, Southern Historical Association, Southern Railway Association, Virginia Historical Society, Association for the Preservation of Virginia Antiquities, Virginia Baptist Historical Society, honorary member Virginia Alpha, Phi Beta Kappa. Mr. Traylor has a library of about 6,000 volumes, relating chiefly to Southern history, and including notably the largest collection in private hands anywhere of books to illustrate literature and history of Virginia. He wrote the monograph, "Some Notes on the First Recorded Visit (May 23-24, 1607) of White Men to the Site of the Present City of Richmond, Va."

CENTENARY OF HAMILTON'S DEATH

Shot in Duel One Hundred Years Ago—Nation Convulsed by the Tragedy—Hamilton's Precocious Boyhood—Bold Championship of Colonies. Aid to Washington at Twenty—Framed Constitution—Created the National Credit.

By Calvin Dill Wilson, D. D.

(Author of "The Story of the Old," etc.)
(Copyright, 1904, by Joseph B. Bow Hamilton was shot in a duel by Aaron Burr, on July 12, 1798. The best way to realize what this tragedy meant to our country is by recalling the assassinations of Lincoln, Garfield and McKinley. The death of Hamilton was to them as great a shock as any of these events to later generations; it might be truly said that it surpassed in horror to the imagination of the people all these except the death of Lincoln. Hamilton stood higher even in the esteem of his contemporaries than such celebrated men as Garfield or McKinley; he stood as high as Lincoln did in his time, or as he does now. And his death was generally held to be the ideal statesman, a man without peer, a man of towering intelligence, a figure of fascination, a hero who had stepped out of antiquity, a Greek or Roman patriot, reincarnated in modern times. We can find no comparisons by which to adequately convey the fact. If we said he was to us as Lincoln was to his contemporaries, it would be an exaggeration and yet fail to convey a full idea of the extraordinary place he occupied in the minds of his people. If we said he was to us as Lincoln was to his contemporaries, it would be an exaggeration and yet fail to convey a full idea of the extraordinary place he occupied in the minds of his people. If we said he was to us as Lincoln was to his contemporaries, it would be an exaggeration and yet fail to convey a full idea of the extraordinary place he occupied in the minds of his people.

Who was this wonderful man, and what had he done to win this position in the esteem not only of Americans, but of the Europeans of his day? Alexander Hamilton was born January 11, 1757, on the island of Nevis, British West Indies, his father being a Scotch merchant and his mother being of French descent. He was educated at the orphan school, where he could not get on his feet, and he was educated at the orphan school, where he could not get on his feet, and he was educated at the orphan school, where he could not get on his feet.

The small, slight youth, dark of skin, with a high forehead, a keen eye, a nose and soul, into his studies. While he was a student the troubles between the colonies and the mother country were causing a great excitement, and he was not too much absorbed to have his heart fired by the wrongs of his adopted country. During the war he was a member of the British army, and he was a member of the British army, and he was a member of the British army.

The place of Hamilton as a statesman of the highest class is secure, though the glamor has faded from him in the eyes of the masses with the lapse of time. The place of Hamilton as a statesman of the highest class is secure, though the glamor has faded from him in the eyes of the masses with the lapse of time. The place of Hamilton as a statesman of the highest class is secure, though the glamor has faded from him in the eyes of the masses with the lapse of time.

Disorders of the Bowels Among Children. During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. This medicine has never been known to fail and always gives prompt relief. For sale by all druggists.

SUNDAY EXCURSIONS

VIA ATLANTIC COAST LINE TO PETERSBURG.

ROUND TRIP.

Good going and returning on regular trains. Commencing Sunday, May 15th, 1904.

Budweiser

First in Sales Because First in Quality

100,402,500 Bottles Sold During 1903

The Largest Sales of any Brand of Bottled Beer

When attending the World's Greatest Fair do not fail to visit

The Anheuser-Busch Brewery

The Home of Budweiser

Orders Promptly Filled by

JOS. STUMPF, Manager Anheuser-Busch Branch, Richmond, Va.

JULY 5TH IN WORLD'S HISTORY.

965.

Pope Benedict V., died. He was elected in opposition to Leo VIII. His short reign was stormy, and he was carried to Hamburg by Otho, who favored the cause of his rival.

1100.

Jerusalem taken by the Crusaders, after a siege of five weeks, and given up to massacre and pillage. Every inhumanity was practiced; those who had surrendered upon terms of safety, were butchered in cold blood to the number of 10,000 and among the inhabitants, also, neither age nor sex escaped the merciless fury of the Christian swords.

1535.

Thomas More, a celebrated English statesman, beheaded. He was doomed for his adherence to the Papal supremacy to descend from the highest office under the king to an apartment in the Tower, and suffered death rather than yield his opinions. He wrote several works, the most noted of which is the "Utopia."

1644.

York taken by the armies of the Parliament.

1758.

The English and provincials under Abercrombie embarked on Lake George against Ticonderoga and Crown Point on board 125 whale-boats and 900 bateaux.

1758.

General Lord Howe was killed in a skirmish before Ticonderoga. With him, it is said, "the soul of the army expired."

1767.

John Key, said to have been the first person born in Philadelphia, died at Kennet, Pa., aged eighty-five.

1779.

New Haven, Conn., entered by the British under Sir George Collier and subjected to almost indiscriminate ravage and plunder till night.

1788.

Mather Byles, a Boston divine, died; a man of talent and wit, who corresponded with Pope, Lansdowne and Watts. He was suspected of Tory principles during the Revolution and frequently, on complaint, sentenced to be confined to his own home with a sentinel over him; on one of these occasions he induced the sentinel to go on an errand for him, promising to take his place and was seen very gravely marching before his own door, the musket on his shoulder, keeping guard over himself.

1811.

The seven provinces of Venezuela made declaration of independence.

1814.

Battle of Chippewa; the United States troops under General Brown, defeated the British and compelled them to retire within their works. British loss 198 killed, 100 wounded and 137 taken prisoners—435; American loss 60 killed, 257 wounded and 20 missing—337.

1817.

The golden sovereign of England first put in circulation.

1817.

Orange marmalade made in Jamaica can be bought at 4-12d. per pound far in Jamaica, so that it does not pay to make marmalade, and the demand for orange wine is small compared with the supply. So oranges are left to fall and rot.

1817.

Personal and General.

Rear Admiral Goodrich, the new commander for the Pacific squadron, has made a specialty of torpedo and fortification work.

W. B. Biddle, is generally understood, will succeed Secretary Paul Morton as second vice-president of the Santa Fe system.

Secretary Moody is a born sailor and enjoys nothing as well as a sea trip. Next to that his favorite pastime is witnessing a base-ball game.

Napoleon Bonaparte Broward, the Governor-elect of Florida, just prior to the war with Spain, repeatedly defied the authorities both of Spain and the United States by transporting arms and supplies to the Cuban patriots.

1817.

Our Line of High-Grade Pianos.

We have just what you want and can sell you an instrument that will satisfy you fully without unnecessary expense to increase the cost.

\$300 Pianos for \$250.
\$250 Pianos for \$185.
\$185 Pianos for \$150.

Come in and look them over.

STIEFF,

431 E. Broad.

J. E. DUNBAR, Mgr.

Pianos Tuned.

1817.

1817.